

## INSIDE STORY OF RIVER MEETING

(Continued From Page 3)

ments could easily be made that would enable them to be absorbed in the quarters of their friends. But that poor, confused soul, admitting the illegality of his action as well as its unethical nature from the standpoint of professional etiquette, referred the devoted seven to the Boston-bred Stetson, who was strangely absent and evanescent. So the seven consulted with Commissioner McClure, who advised them, after deep and portentous consideration, that they might possibly find quarters in the three and a half miles dangerously distant Santa Fe. Whereupon the seven proceeded to their erstwhile rooms and found that they had already been what the maid politely termed "moved", which left them nothing to do but to gather their evicted chattels together and to journey forth to Santa Fe. Three, who were obliged to remain, found domicile at a place which in Santa Fe is classified as a hotel. The other four, after looking at the place, took a chance on upper berths, and at a quarter after four, tomorrow morning, will be on their way to the more congenial and more hospitable environment of Southern California.

Although, in a sense, this incident is a puerile exhibition of poor judgment, it rather markedly illustrates what always has ailed and now ails this commission. No one for a moment believes that either Secretary Hoover or his polite echo, Clarence C. Stetson, deliberately permitted themselves to be used to affront one faction at the behest of another. Undoubtedly, Hoover's irritation over the prolonged and amorphous recalcitrance of the commission was further exacerbated by the four days' delay, occasioned by the tardiness of Commissioner McClure of California; and when murmurs arose among commissioners over the congestion in the hotel his characteristically sullen impatience instinctively found a vent in peremptorily ordering the affairs of human beings with the same arbitrary impersonality that he would exercise in handling the disposition of a cargo of machinery.

Though I believe he means to be eminently fair, Mr. Hoover is, by nature and training, an ultra-conservative and possesses an Americanized version of the autocratic instincts that are personified in the popular conception of the kaiser. During the war his remarkable scientifically-refined executive abilities found perfect expression in administering the relief of the Belgians in circumstances that naturally concentrated absolute control in his hands. Although the Belgian relief was one of the most stupendous humanitarian works ever undertaken by man it did not, in a broad sense, involve the adjustments of those delicate factors which essentially occur in composing the conflicts between human motives. Lacking this intuitive, sympathetic comprehension of human impulses, Mr. Hoover is utterly bereft of political sense in its highest meaning.

This condition has put him out of tune with his associates on the commissions as well as with the leading elements of the southwest naturally vitally concerned in solving the Colorado river problem. Being what is called a "practical" man, Hoover is insistent upon action, immediate and peremptory, with the curious result that the man we popularly regard as one of the broadest-visioned and profoundest business men in the country does not take a long-range statesman-like attitude toward the Colorado river problems, but, apparently, ignores the necessity for a deliberate and deeply comprehensive study of all the many

## Let a Foreign Foe Appear, This Reception Committee Waits



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questions involved.

Whatever the surface results of this meeting here may be the calmest observers are unanimous in the opinion that, fundamentally, it will accomplish nothing. Hoover has great pride and still nourishes the hope that he may be President. Therefore, to save his face, he will, undoubtedly, insist upon the adoption of a broad formula with which he may go before congress as a basis for a compact between the states to distribute the benefits to be derived from the waters of the Colorado. The document which forms the principal basis of discussion is a tentative compact submitted for consideration by Delph Carpenter, the commissioner from Colorado.

Stripped of many qualifications this compact provides that the states of the upper Basin—Colorado, Utah, Wyoming and New Mexico—shall share the water of the Colorado with the states of the lower Basin—Arizona, California and Nevada—on a fifty-fifty basis, the measurement of the total volume to be determined by a study of the flow in the last twenty years at Yuma, and the water to be delivered to the lower Basin states at Lee's Ferry. Carpenter, who, by reason of his acute, smooth mind, forceful personality and profound legal as well as political skill, shares with Hoover the leadership of the commission, is determined to secure the adoption of a compact based upon these general lines in order to protect the future rights of his constituents.

Under the Wyoming-Colorado decision by the supreme court the upper states may lose all their rights in the river by reason of their inability to

apply the water to beneficial use.

The lower states, obviously, are protected without a compact because they have already made such use and are ready to proceed to make further immediate use of the water. Arizona has injected an issue into the discussion which has aroused definite conflict between that state and California. Arizona seeks to secure commitment from the commission upon the right of private interests in that state to build a dam at Diamond Canyon known as the Girard project.

Analysis clearly reveals that this project is corollary to the Glen Canyon project which the Southern California Edison people wish to build in conjunction with other great power groups. The California group, supported by Director Davis of the United States reclamation service, opposes this move, because it means virtually the elimination of the Boulder Canyon Dam project and it brings up the fundamental issue concerning the nationalization of the stream. As will be shown in a future discussion, this issue will probably determine whether the Colorado will be developed by the government as a national project, from mouth to source, or whether it will be developed under the auspices of the great private vested interests corporations.

The owner of a shoe store in Amsterdam has announced that during one week he will pay for men's and women's shoes 2.50 guilders and for boys' and girls' shoes 1.50 guilders to each customer who buys a new pair of shoes from him. The old shoes, which must be repairable, will be given to the local poor commission for distribution among the needy.

## Why Freight Rates Cannot Be Reduced

### Railroads Under Public Control

#### Transportation Charges Must Stay Up Until Costs Come Down, President Storey of the Santa Fe Explains

United States Senator Capper, through his various publications, has been demanding a reduction of freight rates; but his attitude on the general subject of railroads has not blinded him to the main facts about government control, which have been clearly presented in the following editorial from one of his papers, the Topeka Daily Capital:

- "The railroad cannot fix its own rates and charges.
- "It cannot name the wages it will pay.
- "It cannot enter into combinations and deals.
- "It cannot shut down when business goes to the bad.
- "It cannot buy or sell a railroad system.
- "It cannot make capitalistic profits and dividends.
- "It cannot even determine how much capital it shall issue on its property, or issue any without previous approval of the public.
- "It is, in fact, an agency of the public, controlled completely by the government."

The fact is, rates cannot be reduced unless costs are reduced. Costs cannot be reduced so long as the present scale of wages and the prices of fuel, materials and other supplies are maintained, and in these matters the hands of the Santa Fe are tied.

What is particularly needed at this time is better transportation service, more cars, locomotives, and other facilities necessary for moving the business, and the Santa Fe is doing everything in its power to provide these.

W. B. STOREY, President,  
The Atchison, Topeka and Santa Fe Railway System.

## RUSSIA IS SHIPPING GOLD AND PLATINUM

Official Russian sources of information give platinum output in the Urals for January to July, 1922, at 11,747 ounces troy. Production in July is reported to have exceeded that in June by 30 per cent, due to better food supply for miners. Of the total 10,832 ounces were produced by the "Uralplatin" trust, formed late in 1921 to unite the six most important districts.

Production in 1921 is estimated to have been not more than 17,000 ounces. Dredgers at work before the revolution have almost all been out of action, and all of them are now in great need of repair. To rehabilitate the industry 5,000,000 gold rubles will be required, but known deposits are becoming exhausted and future developments depend largely on discovery of new platinum beds.

It is believed peasants are hoarding platinum dust, but would be willing to part with it if fair terms of barter should be offered. Export from Europe to the United States of Russian platinum does not coincide with Russian production, as shipments may contain metal acquired even before the revolution.

Control is now between Colombia and the United States, the principal producing and consuming centers.

According to an estimate of the Soviet mining administration, there are available for purchase about 160 cwt. of gold in Siberia and about 60 cwt. in the Urals. State gold industry will yield this year about 100 cwt. gold. This aggregate of 320 cwt. is approximately one-third of the prewar output of territory now included in Soviet Russia.

The British Government got out a new half-penny stamp for the West Indies, containing a picture of Christopher Columbus looking through a spyglass as he discovered the islands in 1492. Columbus died more than a century before the first telescope was devised.

Indian characters, centuries old, cover the walls of an Indian cave hidden away from the white man's eyes and recently discovered on the estate of Valentine Hememan at Boothbay Harbor, Maine. The cave runs back 40 feet under the hillside and can only be reached by a sudden drop of 15 feet over the ledges.

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